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**Subject:** Intent To Prepare a Draft Environmental Impact Statement

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DEPARTMENT OF DEFENSE

U.S. Army Corps of Engineers, Department of the Army

Intent To Prepare a Draft Environmental Impact Statement (DEIS)  
for Construction of a Containerized Cargo and Cruise Ship Terminal,  
Along Port Road, East of Old Highway 146, in the Extra-territorial  
Jurisdiction of the City of Pasadena and the City of Seabrook, Harris  
County, Texas

AGENCY: U.S. Army Corps of Engineers, Galveston District, DoD.

ACTION: Revised Notice of Intent: Date and Location Change for Public  
Scoping Meeting.

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SUMMARY: The U.S. Army Corps of Engineers, Galveston District intends  
to prepare a DEIS to assess the social, economic and environmental  
effects of the proposed multi-year phased construction of a container  
terminal and cruise ship facility. The DEIS will assess potential  
impacts on a range of alternatives, including the preferred  
alternative.

FOR FURTHER INFORMATION CONTACT: For further information and/or  
questions about the proposed action and DEIS, please contact Mr. Mark  
King, Project Manager, by letter at U.S. Army Corps of Engineers, P.O.  
Box 1229, Galveston, Texas 77550, by telephone at (409) 766-3991, or by  
electronic mail at john.m.king@swg02.usace.army.mil.

SUPPLEMENTARY INFORMATION: The Galveston District intends to prepare a  
DEIS on the proposed container cargo and cruise ship terminal which  
would be located along Port Road, east of Old Highway 146, in the  
Extra-territorial Jurisdiction of the City of Pasadena and the City of  
Seabrook, Harris County, Texas. The Port of Houston Authority (PHA)  
proposes this project.

1. Description of the Proposed Project

The PHA proposes to construct containerized cargo loading areas,  
roadways, rail lines, an intermodal transit yard, and associated  
warehouses, administration, and operations buildings. It is the PHA's  
projection that initial construction would use approximately 1,600 feet  
of waterfront and 54 acres of land for a container

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yard. Construction beyond this initial phase would occur in increments (50-100 acre yard expansions and associated waterfront construction). These additional phases of construction would occur based upon cargo demand. It is currently estimated that the ultimate build-out of the container terminal to seven berths and over 608 acres of container yard and a 90 acre intermodal transit facility (rail yard) could take 15 to 20 years. Cruise ship facilities beyond the initial single berth would be constructed based upon passenger demand.

## 2. Alternatives

The following alternatives will be examined to identify the reasonable alternatives to be fully evaluated in the DEIS: No Action; the modification of existing PHA facilities to meet the purpose and need of and for the proposed project; alternative locations within the jurisdictional authority of the PHA where the proposed facilities might be developed; off-site alternatives such as Spillman Island, Shoal Point (Texas City), and Galveston Harbor; modified on-site alternatives. The applicant's preferred alternative is the PHA owned property on the Bayport Ship Channel (95 deg.00' longitude and 29 deg.36.7' latitude).

## 3. Scoping and Public Involvement Process

A workshop and scoping meeting to gather information on the subjects to be studied in detail in the DEIS will be conducted on August 17, 1999, at the Pasadena Convention Center, 7902 Fairmont Parkway, Pasadena, Texas.

## 4. Significant Issues

Issues associated with the proposed facilities to be given significant analysis in the DEIS are likely to include, but may not be limited to, the potential impacts of the proposed dredging, the beneficial uses of dredged material, placement of fill, construction and operation of the proposed facility and surface transportation facilities, and of induced developments on: wetland resources; upland and aquatic biotic communities; water quality; fish and wildlife values including threatened and endangered species; noise and light levels in areas adjoining the proposed facilities; air quality; land forms and geologic resources; community cohesion; environmental justice; roadway traffic; socioeconomic environment; archaeological and cultural resources; recreation and recreational resources; public infrastructure and services; energy supply and natural resources; hazardous waste and materials; land use; aesthetics; public health and safety; navigation; flood plain values; shoreline erosion and accretion; and the needs and welfare of the people.

## 5. Cooperating Agencies

No other Federal agencies have been identified having permitting, certifying, or other approval authority for the proposed project. However, the Federal Highway Administration, the Environmental Protection Agency and Texas Natural Resources Conservation Commission have agreed to cooperate in the technical review of the DEIS.

## 6. Additional Review and Consultation

Additional review and consultation which will be incorporated into the preparation of this DEIS will include: compliance with the Texas Coastal Management Program; protection of cultural resources under Section 106 of the Historic Preservation Act; protection of navigation under the Rivers and Harbors Act of 1899; protection of water quality under Section 401 of the Clean Water Act; and protection of endangered and threatened species under Section 7 of the Endangered Species Act.

## 7. Availability of the DEIS

The Draft Environmental Impact Statement is projected to be available in March 2000. A Public Hearing will be conducted following the release of the DEIS.

Dated: July 2, 1999.  
Nicholas J. Buechler,  
Col, EN Commanding.  
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